

COMMERCIAL INTELLIGENCE

[illegible]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE FOR DEBTS contracted by the O'BEARS or the CREWS of the following Vessels during their stay at the Logging Harbour —
CAPTAIN, Greg. bk., Christianson—Wielor Co.
COLOMA, Amr. bk. Noye—Melchers & Co.
D. L'ENNEY, Amr. ship, Wilkinson—Wm. Le. FENNER, Brit. ship, Hancock—Stevens & Phipps.
J. H. BOWERS, Amr. bk. Plum—Gonzalez Co.
MARIE, Greg. str., Sobhar—Wielor & Co.
PETER, Brit. str., Hancock—Stevens & Phipps.
PILOUDA, Greg. str., Nieuw—Bun Hin & Co.
POET VICTOR, Brit. str., Williams—Stearns & Co.
PROSPER, Brit. str., Hesley—Arnhold & Berg Co.
VEPARIAN, Brit. str., Stevens—Arnhold & Berg Co.
WABAPLO, Brit. str., Allison—Butterfield & Swire.

FLINTSHIRE.
J. Dancaster, Commander, will be despatched for the above Ports on **WEDNESDAY**, the 16th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 24 March, 1887. [508]

**SEAM TO YOKOHAMA VIA NAGA-
SAKI AND KOBE.**
(Passing through the INLAND SEA).
THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for its above places on **FRIDAY**,
the 18th instant, at **DAYLIGHT**
for **B. L. WOODIN,**
Acting Superintendent.
Hongkong, 25 March, 1887. [1

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR CHEFOO AND NEWCHWANG.
THE Company's Steamship
"WHAMPOA,"
Captains Allison, will be despatched as above
on **FRIDAY**, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25 March, 1887. [504

Queen's Head Central
C. D. HARMAN, Agent
Long, 10th March, 1887.

FOR PORTLAND (OREGON).
3/8 L. I. Am. Bark
"COLOMA,"
Master, will load here and
dispatch, apply to
MEACHEERS & Co
Long, 21st December, 1886. [2]

FOR ALEXANDRIA (V.I.)
3/8 L. I. American Ship
"ENOS SOULE,"
Master, will load here and
dispatch, apply to
MEACHEERS & Co
Long, 21st January, 1887. [2]

FOR SAN FRANCISCO.
3/8 L. I. American Ship
"STATE OF MAINE,"
Master, will load here for the abo-
ard will have quick despatch.
T. GIBELL & Co
Long, 4th March, 1887.

NAPIER JOHNSTON'S BLEND.
 Superb Quality.
CUTLER, PALMER & Co's SELECTION.
 Apply to
LANE, CHAWFOOD & Co.
 Hongkong

J. AND R. TENNENT'S ALE
 POSTER.
DAVID CORSAE & SONS'
 Merchant Navy
 Navy Boiled
 Long Flax
 Crown
 } CANVA
ARNHOLD, KARBERG & Co
 Hongkong, 116a May, 1867.

THE TOURISTS' GUIDE
 Containing the names of all the Articles
 Trade, objects of Natural History, Furniture
 &c., &c., with the Puncti and Mandarin Pronunciation.
 Also, a few copies of the **GRAMMAR** and
CHINESE LANGUAGE, in two Parts.
The Daily Press Office.

NOW ON SALE
BOUND VOLUMES of the China Overland
Trade Report for the Year 1886.
 Price, **Five Dollars.**
 Apply at **The Daily Press Office.**
 Hongkong, January, 1867.

the packet with late fee of 10 cents
at time of departure.

THE FRANCE AND GERMANY MAIL
Day of Departure.
P.M. Money Order Office closes.
Mail & P.N. Post Office closes, ex-
cept night box, which is always open out-
side hours.

Day of Departure.
A.M. Post Office opens.
A.M. Registry of Letters closes. P.N.
all paid matter and Letters closes.
A.M. Mail closes, except for Late Let-
ters.
11.10 A.M. Letters may be posted with
a late fee of 10 cents until
1.00 P.M. Post Office closes.
1.40 A.M. Late Letters may be posted
with the packet with Late Fee of 10 cents
at time of departure.

**LETTERS FOR THE UNITED STATES BY
SMILING**

When it is desired to forward letters
by mail, it is only necessary to
attach the letters in the ordinary way
with the usual postage and to pre-
pare half ounce as usual. The Post Office
undertakes the duty of obtaining neces-
sary and despatching the correspondence
with the usual postage and to pre-
pare at least one day before the due date for

EXTRACTS.

VICTORIA.

A CITY GROWN FROM A FOREST.

VICTORIA, 17th December.

In the palm days of the Fraser-river mining excitement the city of Victoria had its birth, and for a season enjoyed an almost phenomenal prosperity. Until that time of gold bonanza the site of Victoria was practically a wilderness. On a cleared bit of land that bordered a quiet and secluded arm of the sea stood a few scattered huts, inhabited by the Indian traders, and from time to time a vessel called into port to carry away the pelts and furs which the natives had collected. For the convenience of these trading ships the great Hudson Bay Company had built a fort and stockade at Victoria, and had named it after their young Queen, then just entering upon her reign. But inland from the fort, and serving as a rich back ground to the array of hills, were the unbroken forests of Vancouver's Island; vast masses of trees that extended as far as the eye could see.

THE FRASER RIVER EMU.

Such was Victoria in its infancy, in the days when it was only an Indian settlement trading post. Then, when least expected, the news was sent abroad that rich deposits of gold had been discovered in the Fraser river country, a region in British Columbia just across the long but narrow gulf separating the island of Vancouver from the mainland. Reports from the new fields were meagre, but highly coloured, and thousands of men, coming from the East and South, flocked to Victoria, then the nearest station to the mines of even the slightest importance. The fact that there was no accommodation did not discourage the newcomers. They arrived by shiploads, and found a shelter where they could or sleep in the open air. But the demand soon created a supply, and around the old fort there suddenly sprang into existence a town of wooden houses and log cabins that was in many respects worthy the name it bore. Streets were made, trees were cut down, shops were opened, and Victoria enjoyed the same kind of boom that no limit to its duration, and even the less sanguine expected their city to become one of great size and greater importance. But the bubble of great expectations soon burst. The mines proved to be of far less value than at first expected and were rapidly deserted. Many left their homes and went to the new fields by the hundreds. Ships bound for the south went away packed full of discouraged miners, and the once busy streets of Victoria were left melancholy and deserted. Prices of land dropped, houses were left without tenants, improvements begun were neglected. The boom was inaugurated in '59 and collapsed in '61. Since the latter date Victoria has been a scene of unbroken growth and progress, but until the present fall no made rapid or real progress. It has never, however, degenerated to its original dimensions or ceased to have considerable importance. Upon recovering from its first rude shock it gathered itself together, as it were, and began life anew, helpful but conservative, kind but determined. In 1872 it was made the capital of the Canadian province of Vancouver, and it is now the nominal terminus of the Canadian Pacific Railway.

A RICHNESS SITUATION.

Victoria has a population of about 9,000, and is picturesquely situated at the head and along the northwest shore of a large, landlocked harbour, which is separated from the straits of Juan de Fuca by two rocky headlands. It is a forty-mile sail from Port Angeles, and it is not until one has nearly reached the end of the journey that he is able to see houses of the little city. Soon, however, as the steamer draws near the rock-bound shores of the island, they begin to appear, and in time are distinctly seen. Some are clustered together down by the water's edge, and others stand back from the shore and are in the shape of the forts, that even now stand closely upon the outskirts of the village. At last the boat sails between the headlands and enters the harbor. To the left is "The Arm," a long, river-like extension of the bay; on the right is a rugged shore dotted with cottages; toward the north is the city, its wharves, guarded by red brick warehouses, built at the base of a high bluff, on which the fort is proper. An almost perfect harbor is this of Victoria—deep and broad and still—and its varied features suggest the bays of New England. The rocks that guard it are touched by the waters, and there are innumerable little headlands and small coves—the one rough and independent and bold; the other having a stretch of yellow sand, with boats hauled up on the shore and fishing nets spread out to dry in the sun. Steamers and tugs, coal barges and ships line the wharves and in mid-stream are vessels from over the sea, that swing at their anchors or are fastened to the shore by long cables that, from a distance, appear mere threads. It is a pretty sail up the harbour. One looks this way, and that, as he looks, ploughs steadily forward, and in whichever direction the eye is turned there is a new feature to be seen and admired. It is late in the afternoon before a landing is made. Already the sun is sinking and the sounds of day are hushed. Tall masts are reflected in the waters and all is calm and still. Rowboats glide about the bay or disappear up "The Arm," and Victoria itself, bathed in the soft light of the evening, sits lazily on its elevated site waiting one's inspection.

IMMATING THE ENGLISH.

That the capital of the most western province of all Canada is English in taste, thought and inclination is a self-evident fact. In the first place there is the custom-house inspection, a proceeding that obliges one to strip his trunk and disturb its contents, all at the command of a person who wags his savagely about the dock and bullies the subaltern who is the chief-dealer over him one has to look at the cut-throat and long-haired whip of his London or Montreal confrere, and the usual conveyance is a bona fide hansom cab, into which one dives and is driven rapidly up the steep and narrow street leading to the Broadway of the place, and when that thoroughfare is reached everything appears the more English. Government street is the name of this highway of trade, and half-way down it is the post-office, with V. R. cut in bold letters over the doorway. The shops are filled with Scotch, English and Irish goods, and the people one sees on the street are hearty-looking Britons. This post-office is in the heart of the city. Around it are continuous blocks of stone, wooden and brick, and the streets are paved with asphalt. They are long and straight and many of the shops are large and of pleasing architecture. Outside the business quarter are the quiet lanes and open fields that make Victoria so delightful a place to visit. There is an abundance of foliage everywhere, and many of the houses are surrounded by gardens, in which there is a profusion of bright flowers. Small cottages predominate, and it is not until one gets well out into the suburbs that he finds the spacious mansions, with their parks and groves, which somehow seem to have an inherent right to exist in an English-peopled town. The largest of these estates belongs to the Government, and is the official residence of the Lieutenant-Governor. The house is of stone and occupies a commanding situation on the crest of a low hill that overlooks Victoria and the straits of Juan de Fuca. At the northwest corner of the facade, which faces a well-trimmed lawn

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to accept of business on the following terms:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HONGKONG, 26th July, 1872.

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S 5 YEAR DIVIDEND POLICY.

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 year period and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid immediately on proof of death, together with a Mortality Dividend of 50 per Cent. of all premiums received during the 5 year period to which death may happen.

Prospectus and full particulars may be had on application to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th January, 1887.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS ON FIRST-CLASS GOODS at 1 per Cent. Net premium per Annum.

NORTON & Co., Agents.

Hongkong, 2nd May, 1881.

AMERICAN INSURANCE OFFICE, LIMITED.

(OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES ON MARINE RISKS AT Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th September, 1886.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:—

On First-Class European Tenements at 1/2 per Cent. per Annum.

On First-Class Goods at 1/2 per Cent. per Annum.

On Second-Class Chinese Tenements at 1/2 per Cent. per Annum.

On Second-Class Chinese Tenements at 1/2 per Cent. per Annum.

DOUGLAS LARSEN & Co., Agents for Phoenix Fire Office.

Hongkong, 5th August, 1881.

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co., Agents.

Hongkong, 1st April, 1885.

IMPERIAL FIRE INSURANCE COMPANY, LIMITED.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$50,000 on any one building.

FIRST-CLASS RISKS.

RATES ON FIRST-CLASS GOODS REDUCED TO 1/2 PER CENT. NET PREMIUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents.

Imperial Fire Insurance Company, Hongkong, 9th May, 1881.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$100,000.

BOARD OF DIRECTORS.

YAN HOP, Esq. TOW CHONG PANG, Esq. CHAN L. CHOW, Esq. HO HO CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its branches.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at 1/2 per Cent. per Annum, and other Insurances at current rates.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRY, Secretary.

Hongkong, 27th March, 1882.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$50,000, on first-class risks at current rates.

MELCHERS & Co., Agents.

Hongkong, 27th March, 1876.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIMONSEN & Co., Agents.

Hongkong, 16th November, 1872.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to accept of business on the following terms:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

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